TRANSPORTATION 2030 SUMMIT PROGRAM







# event program

## Transportation 2030: Getting From Here to There

This regional Summit sponsored by the Metropolitan Transportation Commission launches what is certain to be a stimulating, 18-month dialogue on the shape and substance of a new, long-term Bay Area transportation plan, known as "Transportation 2030." This plan for the nine-county San Francisco Bay Area will guide transportation policies and investments for a 25-year period stretching out to the year 2030.

What vision will guide us? How will we get there from here? How will issues such as the economy and growth, and concerns such as land-use and the environment affect the crafting of our long-range plan?



## event agenda

8 am - 9 am

**Registration** and Continental Breakfast

9 am

**Summit Opening** Grand Ballroom Steve Kinsey, Chair, Metropolitan Transportation Commission

9:15 am

#### **Finding the Right Balance**

A panel of prominent local business, environmental, social justice and government leaders will set the stage for a thought-provoking discussion.

- Moderator: Steve Kinsey, MTC Chair
- Marci Coglianese, Mayor, City of Rio Vista
- Stuart Cohen, Executive Director, Transportation and Land Use Coalition
- Lynette Lee, Executive Director, East Bay Asian Local Development Corporation
- William Norton, CEO/Air Pollution Control Officer, Bay Area Air Quality Management District
- Laura Stuchinsky, Housing and Transportation Director, Silicon Valley Manufacturing Group
- Ethan Veneklasen, Transportation Policy Director, California Alliance for Jobs

10:30 am

Getting From Here to There An Overview

Steve Heminger, Executive Director, Metropolitan Transportation Commission

#### 11 am Meeting the Challenges Group Discussions

- Summit participants will break into groups to continue the dialogue on issues raised in the morning sessions.
- Participants also will have the opportunity to identify other issues to be addressed in the *Transportation 2030 Plan*.

#### **12 noon Lunch** Grand Ballroom

#### 12:30 pm Considering the National Perspective

A select group of transportation policy experts will offer their perspectives on how events at the national level present challenges and opportunities for the Bay Area in developing a long-term transportation plan.

- Moderator: Martin Wachs, Director, UC Berkeley's Institute of Transportation Studies
- Anne P. Canby, President, Surface Transportation Policy Project (STPP)
- Robert Poole, Jr., Director, Transportation Studies and Founder, Reason Foundation
- Jeffrey F. Squires, Senior Policy Advisor,
   U.S. Senate Environment and Public Works Committee

# 1:50 pm Where Do We Go from Here? Wrap-up and Next Steps Steve Kinsey, MTC Chair

2 pm Adjourn



# key topic New Investments and Prior Commitments

Currently, 90 percent of available Bay Area transportation funding is committed to

- maintenance and operation of our existing road/transit system,
- projects that have been years in preparation and are nearly ready for construction, and
- projects that have been specifically approved by the voters and are 100% funded.

This leaves 10 percent of available funding for new investments.

#### questions

- Should this balance of existing commitments and new investments remain unchanged in the *Transportation 2030 Plan* or would you propose it be modified?
- Why? Explain your position.
- If you are in favor of modification, what specifically would you change and how would you propose that we do this?

#### background

Chart 1: Committed vs. Uncommitted Funds

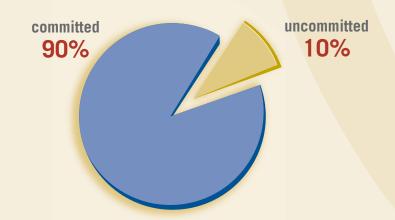
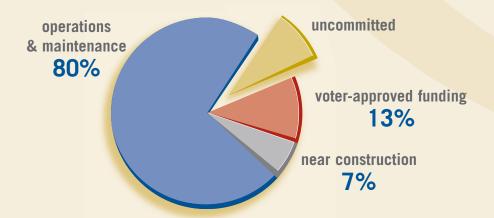


Chart 2: Breakdown of Committed Funds



# key topic Goals, Policies and Projects

The 2001 Regional Transportation Plan included

- six major goals with objectives and performance measures,
- a set of policy statements on topics such as system management, the Regional Transit Expansion Program and the Lifeline Transportation Network, and
- a set of projects for 16 Bay Area transportation corridors.
   The 2001 Regional Transportation Plan was designed to reflect this mix of overall direction for our transportation investments as well as specific programs and projects.

#### questions

- Should the 2001 Regional Transportation Plan goals remain basically unchanged in the Transportation 2030 Plan or would you propose that they be substantially modified?
- Why? Explain your position.
- If you are in favor of modified goals, what specifically would you change and how would you propose that we do this?
- How should the goals be linked to projects in the plan?

#### background

The 2001 Regional Transportation Plan (2001 RTP) included six goals:

- **1. Mobility** Improve the ease and convenience of using the transportation system
- **2. Safety** Improve the safety of the transportation system for users
- **3. Equity** Achieve fairness in the planning, funding and operation of the region's transportation system
- **4. Environment** Plan and develop transportation facilities and services to protect and enhance the environment
- **5. Economic vitality** Support transportation investments that are essential to the economic well-being of the Bay Area
- **6. Community vitality** Support community-based efforts to improve quality of life by providing access to transportation funding

Some have suggested that Transportation 2030 shift away from broad policy goals such as these in favor of more specific, program-focused goals that can be clearly linked with projects. Others have suggested the region needs standards or quantifiable targets for improving the transportation system. These two possible approaches are outlined on the following pages.

## key topic Goals, Policies and Projects (continued)

#### Possible Program-Focused Goals

Listed below are potential goals associated with selected existing programs and possible new initiatives:

- **1. System Efficiency** Speed travel times and increase the transportation system's person-carrying capacity by enhancing programs such as 511, Freeway Service Patrol, high-occupancy vehicle (HOV) lanes, and by launching new initiatives such as value pricing.
- **2. Fix It First** Prioritize funding, and secure approval of a regional gas tax measure for transit and roadway maintenance and rehabilitation, including seismic retrofitting.
- **3. Safety Net** Provide equitable transportation service levels for elderly, disabled and low-income people by developing the Lifeline Transportation Network, expanding the Low-Income Flexible Transportation (LIFT) program, and pursuing a comprehensive transportation affordability study.
- **4. Clean Air** Fund the regional Spare the Air program, use established transportation control measures to ensure conformity with state and federal air quality regulations, and support new clean vehicle incentives.
- **5. Connectivity** Improve access to transit and enhance connectivity between transit providers by funding Regional Transit Expansion Program (Resolution 3434) projects, expanding TransLink® and the TakeTransit<sup>SM</sup> online trip planner, and implement a system of regional transit connection points.
- **6. Neighborhood Renewal** Improve communities by following smart growth principles, expanding successful incentive programs like TLC and HIP and by working with county congestion management agencies to tighten the connection between transportation investments and land-use decisions.

#### Possible Standards

- **1. Transit Ridership** Establish a targeted percentage for rail, bus and ferry trips in the region. For example, transit, which currently accounts for 6 percent of all trips and about 10 percent of commute trips, might be expected to comprise 10 percent of all trips and 15 percent of all commute trips by 2030.
- **2. VMT per capita** Vehicle miles of travel (VMT) is one of the key indicators of regional mobility. The roughly 6.8 million people in the Bay Area logged nearly 128 million vehicle miles of travel on a typical weekday in 2000, for a per-capita average of about 18.7 miles. A goal for Transportation 2030 could be to hold the per-capita VMT figure at or near current levels.
- **3. Mode Split** It has been suggested that transportation funds might be more fairly distributed if they were allocated in proportion to the share of all trips that each mode supports. Under strictly proportional distribution, roads would receive 84 percent of all funds, with pedestrian facilities receiving 9 percent, transit receiving 6 percent and the remaining 1 percent going to bicycle projects.
- **4. Productivity** Another approach to allocating funds could link new investments to the efficiency of the agencies receiving the funding. For example, transit operators that improve their farebox recovery ratio or local jurisdictions that reduce their street repair backlogs could be rewarded with additional regional funds.

# key topic Transportation and Land Use

Under existing trends, the Bay Area is projected to add about 1.4 million people, more than 1.2 million employed residents and nearly 1.5 million jobs over the next 25 years. These trends mean the region is forecast to experience worsening jobs/ housing imbalances in certain cities as well as a larger net in-commute from the Central Valley and other surrounding areas.

In the 2001 Regional Transportation Plan, land use and transportation were primarily addressed together through:

- an expanded Transportation for Livable Communities/Housing Incentive Program, and
- the "Community Vitality" goal with its corresponding objectives and performance measures

Subsequently, Bay Area land use patterns have been the focus of the Smart Growth Project, a regional visioning effort conducted by elected officials, local and regional government staff, community representatives, regional stakeholders, and business, equity and environmental coalitions. The effort sought to determine how the region can grow smarter and become more sustainable over the next 20 years and beyond. The Smart Growth Project produced a final policy report documenting a regional smart growth vision for the region that proposed more residential development in existing communities and around possible transit nodes.



#### questions

- Should the approach to land use and transportation used in the 2001 Regional Transportation Plan remain basically unchanged in the Transportation 2030 Plan or would you propose that it be substantially modified?
- Why? Explain your position.
- If you are in favor of a modified approach, what specifically would you change and how would you propose that we do this?
- Would you propose building on the recommendations of the Smart Growth Project? If yes, explain how.

#### background

#### Summary of Bay Area Regional Growth Under Existing Trends

	YEAR 2000	YEAR 2025	GROWTH 2000-2025
Population	6,824,000	8,224,000	1,400,000
Households	2,429,000	2,978,000	549,000
Employed Residents	3,393,000	4,625,000	1,232,000
Jobs	3,460,000	4,907,000	1,447,000
In-commuting* (inbound to MTC region)	164,000	322,000	158,000

<sup>\*</sup> Defined as jobs minus employed residents minus out-commuting.

## smart growth strategy:

#### **Proposed Incentives and Regulatory Changes**

Listed below are some of the incentives and regulatory changes that might help achieve five smart growth objectives that were included in the final Smart Growth Project report published in October 2002.

## Objective 1: Stimulate housing construction and promote permanently affordable housing

#### Remove disincentives to provide housing.

The state constitution could be amended to protect locally levied taxes from being reallocated as they are under Proposition 13 and other initiatives. Local governments might look more favorably on new housing as a source of revenue if they got back their share of property taxes.

#### Provide incentives to promote housing affordable to the region's workforce.

Local governments can offer incentives for the development of permanently affordable housing by allowing higher densities, expediting permitting and relaxing zoning. Examples include reducing parking requirements for housing near public transit.

#### Objective 2: Improve urban infrastructure

Create a stable revenue stream for local governments (e.g., return of property taxes).

The shifting of property tax revenue to state funding pools—and the difficulty of establishing new revenue sources—causes many communities to rely primarily on development fees and retail sales taxes, which can fluctuate wildly from year to year.

#### Prioritize infrastructure funds for smart growth infill projects.

The state could support smart growth by prioritizing funds to help improve or replace existing roads, sewer lines and other utilities in already urbanized areas.

## Objective 3: Avoid displacement of existing residents and businesses

#### Require that the existing stock of affordable housing be maintained.

Housing trust or bond funds can provide funding for existing affordable housing developments in danger of losing subsidies or tax-exempt status.



## Create programs and regulations that promote living wage jobs and services in low-income communities.

By setting a minimum wage that can support a full-time worker, the state could help foster stable communities. In addition, aggressive job training and economic development programs can be fostered by the state in low-income communities.



#### Objective 4: Protect open space and agricultural lands

Encourage or require communities to enact urban growth boundaries or urban limit lines and link such policies to development of infill housing.

In addition to protecting our remaining open space, growth boundaries help maintain the vitality of cities by encouraging more residents to live within walking distance of services and public transit. Urban growth boundaries help focus development in areas where infrastructure already exists.

#### Provide incentives for infill development to avoid leapfrog development.

Local governments can inventory potential sites suitable for infill development. They can also rezone unused industrial areas and underutilized shopping strips for new mixed-use development, and adopt ordinances to allow development of second units without complex or expensive approval processes.

## Objective 5: Encourage new development that reduces dependence on single-occupant vehicles.

Reward local governments for approving new jobs and housing near public transit stations. New transportation funding, and the expansion of state and federally funded programs like MTC's Transportation for Livable Communities and Housing Incentive Program, could be used to encourage mixed-use development around rail and bus hubs.

# Streamline the California Environmental Quality Act (CEQA) process for specific kinds of development.

Though transit-oriented and mixed-use projects can increase local congestion, they can allow more residents to use public transportation or run errands in the surrounding neighborhood on foot. Proposals include exempting these projects from CEQA altogether or only from currently mandatory traffic analyses.

The Metropolitan Transportation Commission would like to thank the many organizations that worked to make the "Transportation 2030: Getting From Here to There" event successful.

**AC Transit** 

Alameda County Congestion Management Agency

Association of Bay Area Governments

**BART** 

Bay Area Air Quality Management District

Caltrain (Peninsula Corridor Joint Powers Board)

Caltrans (California Department of Transportation)

Central Contra Costa Transit Authority (County Connection)

City/County Association of Governments of San Mateo County

City and County of San Francisco

City of Oakland

City of San Jose

City of Vallejo

Contra Costa County Airports

Contra Costa Transportation Authority

Eastern Contra Costa Transit Authority (Tri Delta Transit)

Livermore/Amador Valley Transit Authority (WHEELS)

Marin County Congestion Management Agency

Napa County Transportation Planning Agency

Rides for Bay Area Commuters, Inc.

SamTrans

San Francisco Bay Area Water Transit Authority

San Francisco County Transportation Authority

San Francisco Municipal Railway (Muni)

San Francisco Municipal Transportation Agency

Santa Clara Valley Transportation Authority

Solano Transportation Authority

Sonoma County Transportation Authority

Vallejo Transit

